

May 9, 1996

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SUBJECT: **Deputy Secretary's Focus Report**

The following is a brief summary of Department of Transportation events and items of interest from the past month:

**OPERATIONAL ITEMS:**

**VOICE/VIDEO TECHNOLOGY AT WSDOT**

With the allocation of SD9 for the small video conference room, two PC Video monitors will be set up in the conference room by May 1, 1996. The set up will allow the staff to call Legion, Dayton, or the Eastern Region from SD9 Olympia Service Center for small video conferences. Plans are to add PC video monitors in the remaining regions on the PBX network by the end of June. At this time video conferences are point to point only. This implementation is in preparation for the large video conference system that will be installed in the Capital Conference Room by the end of July. Once installed, large video conferences can be held with as many as eight sites at one time.

**PURCHASING NOW ON THE INTERNET**

Purchasing has a Homepage on the Internet. On the Purchasing Homepage is the Central Stores Office Product Catalog and the signing authority list for purchases. In addition, the surplus/excess furniture is listed. The surplus/excess furniture listing has resulted in several of Olympia Service Center's excess items finding new homes. The cost avoidance to the receiving offices can often be significant. Also, having the signing authority list for purchases on the Internet will eventually allow us to eliminate making multiple copies of this list and distributing them via the mail.

**STATE INFRASTRUCTURE BANK APPLICATION IMPROVING**

Helga Morgenstern and the Financial Planning office staff met with FHWA representatives to discuss options and alternatives for improving Washington's State Infrastructure Bank application. Based on feedback received from the original application, WSDOT staff will be providing additional information on specific elements of the "Kingmaker" project highlighting some of the smaller more probable projects that could begin as early as next year. Additional information will also be provided on the options for capitalizing the bank using both federal and state funds. As a result, the department will be submitting an amended application by the May 6 deadline.

#### **TRANSPORTATION INVESTMENT HELPS REACH ECONOMIC GOALS**

During the month of April the Financial Planning Branch completed and distributed the Transportation Investment in Washington State's Economy report addressing the connection between public investment in transportation and Washington state's economic health. The report is tied to specific economic goals for the state that have been identified by the Department of Community Trade and Economic Development. This report draws examples from various transportation modes and regions to illustrate how transportation investment contributes to the attainment of economic goals. The document is structured so the items can be used separately or as a unified report.

#### **STABILITY WORK CONTINUING ON SR 4**

During the heavy rains last February, a landslide occurred on SR 4, MP 46.0 which covered the road. At this location, SR 4 parallels the Columbia River, approximately 30' to the south and a 300' rock cliff directly to the north. The slide occurred above the rock cliff and cascaded over the top and onto SR 4 below. Reconstruction of the slide area was in progress when a slide occurred in the upper sand/silt layer on March 17, 1996. The Olympia Materials Lab drilled two exploratory holes and provided a recommendation to stabilize the slide. The contractor (Ostrander Rock and Construction Co., Inc.) has begun removing unsuitable excavation material. They are allowed to build 25 feet at one time before advancing the work. This requirement is for stability reasons which relates to safety. Work began on April 27, 1996. Traffic will use a detour route while work is in progress. Once certain work is complete, traffic on SR 4 will go to one lane during daylight hours.

#### **BURNING ROAD NEARING END OF CLEAN-UP PHASE**

We continue to remove waste material from the temporary stockpile site. The material is being transported to a landfill in Hillsboro Oregon. The rubber tires have been completely removed from the embankment and our efforts are focused on final cleanup in and around this area on SR 100.

#### **HARD WORK MADE HIGHWAY OPENING POSSIBLE**

The North Cascades Highway was opened for the summer on April 24, 1996 at 12:07 p.m. WSDOT crews from the Twisp and Newhalem maintenance sheds had been working since March 11 clearing SR 20 of snow and avalanche

debris. Avalanches from Liberty Bell mountain had deposited snow 60 feet deep at the centerline of the highway. Snow blowers were mobilized to the North Cascades from Stevens Pass, Mt. Baker and Davenport. Fairview Construction provided two bulldozers and operators to remove avalanche debris from 17 slides areas. The highway was scheduled to be opened at 10 a.m. on April 24, however the night before, an avalanche from Liberty Bell deposited 45 feet of snow on the roadway. The Twisp crew immediately began removing the snow and the opening was delayed only two hours.

#### **PROBLEMS GETTING SOLVED FOR FERRY SLIPS #1 & #3**

Additional problems with the consultant's design of the overhead walkway were identified by the consultant. A decision was made that the problems were too numerous and complicated to allow bringing the walkway into service by June 15th as planned. Due to the mechanical and structural complexity of the movable bridge and the need to objectively evaluate the consultant's design error, the OSC Bridge and Structure Office was consulted. Mr. Myint Lwin agreed to facilitate an independent review team, scheduled to meet in May.

Due to the deterioration of Slip #3 (Bainbridge slip) wingwalls, an emergency was declared in order to preserve continuity of service. The OSC Environmental Affairs Office assisted WSF in securing special permission from the Department of Fish and Wildlife to construct the emergency repairs during the annual fisheries closure. Acceleration of the work was required to minimize the schedule impacts to both the Bainbridge Island and Bremerton routes due to the unavailability of the Slip No. 1 Overhead Loading facility. Repairs begin April 16 and are scheduled to be substantially complete by May 10 - prior to the first busiest weekend of the year, Mother's Day.

#### **TENTATIVE CONTRACT AGREEMENT MET**

A tentative agreement has been reached with the MM&P for a 1993-95 and 1995-97 contract. The Union has indicated they will take the proposal to the membership for a vote and we expect that to happen in the near future.

#### **TRANSPORTATION PLAN RELEASED**

Washington's Transportation Plan was completed and printed for release at the Planning Conference in Spokane. The plan will be distributed to all Regions, Service Centers, and Modal Divisions, as well as made available to the approximately 5,000 citizens who responded to the Commission's survey. The Plan will also be sent to all members of the legislature through the Commission.

#### **NEWEST HIGHWAY SYSTEM PLAN IN PROGRESS**

On April 10 the Statewide Regional Planners set preliminary completion dates for the 1999-2018 Highway System Plan. Several issue groups will be formed to discuss the Mobility and Safety Improvement Program and possible new service objectives. These groups will make recommendations on changes to the Highway System Plan service objectives or deficiency analysis. These reviews will be coordinated with the Highways and Local Roadways Division. The groups will be established by May.

### **SIX-YEAR PLAN PRESENTED**

Planning Office presented the WSDOT Six-Year Plan to most of the RTPO's policy boards, and executive councils. Their primary concern was the department's involvement with local concurrency management systems and the stability of the Six-Year Plan recognizing the legislative budget process and potential of changes in funding for planned improvements. The Commission also reviewed the Six-Year Plan's policies, deliverables, and expediter rates for all Washington Transportation Plan (WTP) and non-WTP programs at their all-day workshop.

### **POSSIBLE PARK & RIDE CAPACITY IMPROVEMENTS STUDIED**

Following the March execution of a memorandum-of-understanding among King County, Perini Corporation and WSDOT, initial project work formally commenced in April. Wilbur Smith and Associates were selected as the independent consultant to conduct individual feasibility analyses of 22 selected park-and-ride lots in King County. Perini Corporation prepared and submitted to WSDOT a description of the "affected project area" for the park-and-ride project. When finalized and accepted, this description will provide the basis for the creation of a local public involvement committee. During the week of May 6, Market Data Research will begin recording license plate numbers of parking lot users in preparation for later surveys of lot users. These activities are part of a year-long series of comprehensive studies aimed at helping WSDOT, Perini, and King County determine whether or not to proceed with improvements to any of the 22 identified sites.

### **PROJECT SCHEDULE SETS PACE BEFORE SR 16/NARROWS ELECTION**

WSDOT staff worked with the Federal Highway Administration (FHWA) and United Infrastructure Washington (UIW) to develop a detailed project schedule leading up to the advisory election. Work elements that must be completed prior to the advisory election, tentatively slated for the fall of 1998, include traffic origination-destination studies, a Major Investment Study (MIS), an Environmental Impact Study (EIS), as well as the public involvement activities coincident with each of these. The joint WSDOT/UIW/FHWA schedule incorporates numerous efficiencies. As a result of the project schedule, a contract is being developed with UIW to conduct the environmental, public involvement, engineering and other technical studies required before the election. TEP has requested clarification of FHWA's recent memorandum concerning private developers conducting National Environmental Protection Agency (NEPA) reviews.

### **FIVE "STEP" PROJECTS APPROVED FOR FFY '97 FUNDING**

The Enhancement Advisory Committee (EAC) selected five Service in Transportation Enhancement (STEP) Projects for funding. Total FFY 97 funding for the selected projects is \$1.5 million. Total costs for the five projects - selected from a total of 19 submitted - come to \$1.7 million.

Three of the five selected projects were submitted by Indian tribes. The Quinault Nation's project is for construction of curbs, gutters and sidewalks to connect residential, commercial, activity centers, and transit. The Nisqually

Tribe will construct enhancements along SR 510, and the Colville Tribe's project will construct a 9800 ft. pedestrian pathway along a designated Heritage Corridor used by the area's Native Americans. The other two projects, submitted by the City of Hoquiam and by Pierce Transit - will restore an historic railroad depot, and install landscaping along SR 16 and at several transit centers, park & ride lots, and other facilities.

#### **WSDOT IMPOSES PENALTIES/SANCTIONS ON ROBISON FIRM**

A 30-Day Show-Cause meeting was held with Robison Construction to provide the firm the opportunity to present new information on their behalf to avoid imposition of civil penalties and/or sanctions. However, lacking information to decide otherwise, WSDOT decided to move forward with the imposition of penalties in the amount of \$129,000 and sanctions of 90 days suspension of bidding.

In a related issue, a meeting was also held at the FHWA Divisional Office to discuss the implications of Robison's actions on Contract #4354 - Auburn/Black Diamond Road, with possible violations of state and federal laws. In attendance were representatives from the USDOT Inspector General's Office, FHWA, OEO and Attorney General's Office. In addition to Robison's contract, the group also requested information regarding One Way Construction and Sweet Pea Construction.

#### **SPEED LIMIT INPUT GATHERED**

As a part of the efforts to assess speed limits on the area's highways, the Eastern Region is in the process of gathering public input on the issue. A press release and map was sent to area media outlets. In addition, personal letters from the Regional Administrator were sent to stakeholders. Recent newspaper articles, radio news reports, and television stories have publicized the need for input on the speed limit question. Citizens were asked to suggest changes in the existing speed limits on sections of State Routes 2, 26, 195, and 395. No proposed speed limits were suggested in the information given out, rather the respondents were asked to suggest their own limits. Persons with input were asked to write, phone, or fax in their comments to the Region Office. Also, an input form was added to the Eastern Region Home Page on the Internet.

#### **PEER PERFORMANCE REVIEW CONDUCTED**

The Public Transportation Office, in partnership with the Washington State Transit Association, conducted a peer performance review for the Chelan-Douglas "Link" Transit Board of Directors. There had been several membership changes on the board during the past year in conjunction with significant expansion in the transit operations and continued community debate on facilities. The organization is moving from a quick start-up, entrepreneurial climate to a maturing system. This transition will require strategic and tactical planning, long term financial analysis on decision making, and some internal structural changes to the agency. The 45-page

report which included 37 specific recommendations for six functional areas of the organization, was presented to the board on April 25 in East Wenatchee.

### **FAST-CORRIDOR PROJECTS ADDRESS RAIL/ROAD IMPROVEMENT**

The mobility of freight and goods within and through the central Puget Sound region (and our state) is a major component of the shared (state, regional, local) transportation planning and implementation under federal and state laws. A joint effort is needed to ensure that the mobility of freight and goods is adequately reflected at key state and regional decision points.

This will be particularly useful for roadway and rail linkages to our ports, major distribution centers, and industries. WSDOT's Freight Rail Program, Office of Urban Mobility, and Office of Freight Mobility are working with the Puget Sound Regional Council to develop a two-year strategy to identify and short-list elements of a multimodal freight strategy for the "corridor" that includes the ports, I-5, and railroad main lines. This element of the Metropolitan Transportation Plan is the Freight Action Strategy for the Seattle-Tacoma Corridor (FAST-Corridor).

FAST - Corridor projects will address and coordinate roadway and rail improvements.

### **PEDESTRIAN HIGH ACCIDENT LOCATIONS IDENTIFIED**

Under the direction of the Capital Program Policy Committee, the Bicycle and Pedestrian Program is working with the Northwest and Olympic Regions to analyze high pedestrian accident locations. This work is a pedestrian safety action strategy and is comprised of two parts - reduction and prevention.

With Program Management, Traffic Office, and the Transportation Data Office, 75 pedestrian high accident locations (PALs) on state routes were identified statewide. Twenty-five occur outside of population centers of 22,500 and are WSDOT's responsibility. The regions with PALs completed an analysis of these sites using the Washington State Patrol accident data. Site visits were then set up and countermeasures are being identified. These projects will be included with a prioritized list of accident reduction locations.

### **NOMINATION DEADLINE EXTENDED**

FHWA announced that they would be re-opening nominations for designation of routes as National Scenic Byways and All American Roads in order to allow more states to seek designation. January 6, 1996, was the original deadline. Washington state did not submit any nominations. Nationwide only thirteen routes were submitted. The new deadline for route nomination will be July 19, 1996, with a proposed announcement of designation award by Labor Day, 1996.

### **WSDOT RECRUITING FOR GRADUATE CIVIL ENGINEERS**

For the first time in three years, the Department of Transportation is recruiting for graduate civil engineers to provide candidates for 8-12

Transportation Engineer I openings in the Olympic, North and South Central Regions.

Due to restricted openings, the Office of Human Resources has organized an intra-state interview team which will visit St. Martins College the University of Washington and Gonzaga University. The decision to initiate a restricted recruitment was made too late to gain access through the Washington State University Placement Office. However, individual off-campus interviews with WSU graduates are currently in process.

#### **MENTORING PROGRAM OFF TO A POSITIVE START**

On April 11, 1996, the Department's first mentoring program was formally inaugurated following an orientation for 38 pairs of mentors and protégés. The Orientation program was designed to allow mentoring partners to understand the dynamics of their partnership; develop communication skills supportive of that relationship; and to give them an opportunity to become acquainted and develop mutually-understood mentoring goals. During the six-month pilot phase of this program, the partners will be evaluating all aspects of the program to identify opportunities for improvement.

#### **DOP RESPONSIBLE FOR VARIOUS WSDOT TRAINING COURSES**

In response to the concern of the "Human Resources Consolidation Task Force" the State Development Office has begun the process of turning the administration of several WSDOT courses over to the Department of Personnel. Citing the possibility of course duplications, representatives from both agencies agreed to have DOP assume responsibility for 26 separate courses. Although course administration will be assumed by DOP, registration, confirmation and course history information will remain with the WSDOT ATMS system.

#### **RESURFACING PART OF EVERGREEN POINT BRIDGE REHAB JOB**

The Evergreen Point Bridge and two and one-quarter miles of State Route 520 east of the bridge will be resurfaced in a project that commenced last month. The job runs from just west of the fountains on the Seattle side to 104th Avenue Northeast on the Eastside.

Included in the contract are such jobs as replacing or repairing the expansion joints on the bridge and installing a new glare screen. Construction will require at least four weekend closures of the bridge and numerous evening and late-night closures. All work should be completed by late this summer.

#### **AVIATION CONTINUES WORK WITH CLARK COUNTY**

The Aviation Division continued its work with the Clark County Planning Department in the development of two Airport Environs Overlay Districts for the area. One of the AE Overlay Districts would protect small parcels of land from residential development around Evergreen Airport, a facility already impacted by heavy land use development. The other AE Overlay District would apply to the future construction of airports in the county.

## **SEARCH & RESCUE WAC SEES FINAL CHANGES**

In an effort to resolve remaining differences between the Civil Air Patrol and the State over WAC 468-200, all participants in developing the WAC were brought together to make final changes. The WAC defines how Aerial Search and Rescue in the State of Washington will be conducted. The meeting resulted in five minor changes which will be the subject of a WAC hearing, the date to be announced.

## **QUALITY ITEMS:**

### **FORMS MANAGEMENT PROCESS IMPROVING WITH QUALITY**

The Finance and Administration Steering Committee approved the Forms Management Q2000 project to improve the forms management process. Process improvement goals are to: (1) improve customer service by ensuring customers statewide receive the most current version of a form - printed or electronic; (2) better define and improve the department's forms management process by eliminating duplicate forms, combining and consolidating forms to simplify and improve work processes, reduce paperwork, and reduce cost to the department both in employee time and printing, storage, and distribution costs; and (3) define and identify which forms should be maintained in the Olympia Service Center stockroom.

### **GRAPHICS PRODUCING TOP QUALITY**

Graphics has used the Affinity Diagram method to prioritize nine different quality improvement processes. The staff plans to focus on reduction of rework first and start testing this process improvement. The second process involves producing three brochures in a series of customer information publications. The staff plans to begin testing the three brochures by June 30, 1996. They will have the third improvement, a customer/graphics project agreement form, ready for testing by August 30, 1996.

### **WORK GROUP CONDUCTS QUALITY ANALYSIS**

Members of the Financial Planning Branch participated in a work group of agencies belonging to the Interagency Revenue Task Force. The work group conducted a quality analysis of forecast adoption practices. Recommendations will be presented to the Task Force at the May meeting. The work group recommends having OFM and the LTC determine when it is unnecessary to update documents impacted by forecast changes; e.g., allotment amendments. The work group also recommends that the Task Force expand its forecasting responsibilities to include all transportation revenues of interest to OFM and the LTC to allow for "one-stop shopping." Workforce timesavings have not been identified at this point, but the upcoming review by OFM and LTC on assessing the true update needs of secondary documents used by their agencies may result in more efficient use of WSDOT staff time.

### **"TRAINS" PROCESS PRIME EXAMPLE OF CONTINUOUS IMPROVEMENT**



The Job Cost Billing process in TRAINS was improved to only use the work order records actually using that billing system. Efficiencies gained from archiving records not needed in the billing process reduced processing time from nearly two hours down to nine minutes.

#### **ENGINEERING PUBLICATIONS SAVES TIME**

Engineering Publications found a way to save 40 hours of time by having the State Printer distribute 7,120 copies of the 1996 edition of Standard Specifications books to the regions and a storage facility located in Tumwater. This distribution method also resulted in delivering the books one week earlier than by the previous method.

#### **WSF & QUALITY MOVING FORWARD**

Two new ventures are in the works for Washington State Ferries and Q2000: the Route Committees Quality facilitation and the WSF/L&I Partnership.

The five WSF Route Committees have requested a Quality Facilitator to assist them in developing their skills to complete projects more effectively. Each Committee is selecting a project to be approached using the Quality concepts for their next quarterly meeting. This will be the first experiential learning of the TQM concepts in the fleet.

WSF and the Department of Labor and Industries have recently formed a team to begin the development of a proactive partnership. The mission of this effort is to improve the safety and health of WSF employees through improved communication between the two departments and implementation of a comprehensive workplace safety and health program at WSF. The team is looking at the systematic view of the WSF and L&I customer/supplier relationship in order to promote mutual understanding of each other's requirements.

#### **SUCCESSFUL TECHNOLOGY FACILITATES QUALITY**

DOT staff prepared a spreadsheet for the Department of Licensing that computerizes the calculations for the distribution of the Motor Vehicle Excise Tax to transit systems, high capacity transportation account, passenger ferry account, central Puget Sound public transportation account, public transportation systems account, and the residual distribution to the transportation fund. The spreadsheet replaces the time-consuming process of calculating the distributions by hand. A summary spreadsheet was prepared showing rural, small urban, and urban highway lane miles by county and functional class. The highway lane miles were further split between miles on and off the National Highway System - data which had previously been included in five separate reports.

#### **PROXIMATE COMMUTING PROJECT HONORED**

The Office of Urban Mobility, Key Bank, the University of Washington's Transportation Research Center (TRAC), and consultant Gene Mullins received the Puget Sound Regional Council's "VISION 2020 Honor Award" for a public/private partnership project. The concept behind Proximate

Commuting is that a multi-site employer's proactive intervention can reduce vehicle miles traveled (VMT) by facilitating job trades and by locating new hires nearer to their homes. The demonstration successfully illustrated that the Proximate Commuting concept does reduce VMT.

#### **RETREAT PRODUCES PLAN AND EFFICIENCY**

TEP staff participated in a two-day retreat to develop the division's Functional Deployment Plan. Work included development of a TEP mission statement and identification of priority functional goals, metrics and strategies. The formal plan will be finalized in May 1996. The retreat also produced an efficiency improvement that will be implemented immediately: monthly project review meetings will coincide with preparation of the monthly focus report.

#### **TRANSAID WORKS OUT PERFORMANCE MEASURES**

On April 11th, TransAid staff worked together to analyze and find consensus on performance measures. Secretary Morrison launched the day's work activities with a rousing talk on the importance of quality. Staff then reviewed the Q2000 Plan, compared it to previous work session accomplishments, and discussed the concept of performance measures, what those measures specifically mean, and what budgetary effects or requirements come into play. The day's agenda also included Managers' Proposals, Peer Reviews, and a substantive discussion of customer satisfaction. This resulted in preliminary, quality-oriented definitions of TransAid's Performance Measures.

#### **WSDOT STAFF INVOLVED IN DISCOVERY CHANNEL DOCUMENTARY**

Bob George, and retired WSDOT Bridge Condition Engineer, Jack Hagerness, appeared and provided portions of the commentary on the Discovery Channel's documentary program, "Disaster Proof," in a segment on suspension bridges. The segment focused on the original and current Tacoma Narrows bridges. This show, which was part of the "Time Traveler" series, aired nationwide on April 18 and 21.

#### **WORK ZONE VIDEO REACHES HOUSEHOLD TELEVISIONS**

"Danger in the Work Zone," a traffic safety training video produced by WSDOT and the Laborer's International Union of North America, was broadcast statewide April 3, by 31 cable TV stations.

Cathy Cooper, Olympia Service Center's Traffic Engineering Trainer, who was responsible for overseeing the project from its inception in August of 1994, said the ultimate goal of the video is to increase traffic control workers' awareness of hazards in work zones and to decrease the number of injuries and fatalities on state roadway construction projects. After the video was completed late last year, a committee determined the best method to reach the most number of traffic control workers was through the cable TV broadcast. As a result, the video was incorporated into a 30-minute taped program

featuring a panel discussion moderated by WSDOT's Communications Director, Rick Olson

### **EASTERN REGION QUALITY STEERING COMMITTEE FORMED**

Twelve Eastern Region employees have been appointed to the Region's Quality Steering Committee. A cross-section of employees were selected to provide a balanced approach to the quality process. The newly formed committee recently completed their Steering Committee Training course in Spokane.

### **FATE OF HERO PROGRAM UNCERTAIN**

In February, Public Transportation coordinated WSDOT's effort to save the HERO Program. Now in its 13th year, HERO has successfully served the central Puget Sound region through the cooperative efforts of WSDOT, Washington State Patrol, and Metro Transit (now King County (KC) Metro). Due to recent budgetary cut-backs within King County, KC Metro has eliminated financial and staff support of the program. Budget tightening within WSDOT over the last several years has also made it difficult to support the program operation any longer than through the calendar year 1996.

WSDOT has a strong commitment to HERO but must gain regional support to continue the program beyond 1996. Other central Puget Sound agencies profit from the program and WSDOT must convince them to contribute resources to the program. Strategies include high level contacts with counties and transit agencies.

### **COURSE FOCUSES ON STREET RELATED ADA ACCOMMODATIONS**

In keeping with the agency's customer service goals, the Highways and Local Roadways Division has scheduled pedestrian courses statewide which will cover the principles of designing sidewalks, intersection crossings, mid-block crossings, maintenance, and street related Americans with Disabilities Act (ADA) accommodations. The course is designed for WSDOT transportation engineers, landscape architects, transportation planners with design and/or review responsibility. It is also designed for local government traffic engineers, school transportation staff, architects, designers, and others involved with pedestrian facility design.

### **REGION PLAN QUALITY TEAM MEETS**

The Northwest Region Plan Quality Team that was formed in February had its third meeting in April. The team has developed two objective statements so far: 1) decrease errors/changes in the contract plan process, and 2) increase the amount of communication during the project development process. Some quality performance measures for the team will be to 1) reduce the number of plan errors impacting construction costs, 2) maintain or improve PE/CE cost ratios, and 3) increase the accuracy of meeting Ad Dates.

## **QUALITY GOALS/OBJECTIVES OUTLINED AT RETREAT**

All members of the Aviation Division participated in a "team building retreat" from which a Division Mission Statement was written and the Division's Goals and Objectives outlined. The retreat was held outside the office and facilitated by Ken Hamm, General Manager of LINK, in Wenatchee. Other issues included communication and office policy.

## **GOOD NEWS ITEMS:**

### **WSDOT/FISHER QUARRY WORK TOGETHER TO IMPROVE ROAD**

Washington State Department of Transportation and Pacific Rock Products, LLC, the operator of the Fisher Quarry, are in the final stages of an agreement that would allow truck traffic from the quarry to have direct access to State Route 14. This will alleviate truck traffic (150,000 truck trips a year) off the County road system and help relieve some of the current congestion at the SR-14/164th Avenue interchange. It will also eliminate the need to use Brady Road as an access to the quarry as had been previously planned. Residents of Camas should be pleased. Construction should be completed by July 1, 1996.

### **TRANSAID PUBLICATION RECEIVES NATIONAL ATTENTION**

A current FHWA study on local agency pavement management has revealed that five states are using TransAid's publication, *A Guide for Local Agency Pavement Managers*, in their training programs. The Guide, developed and written by TransAid staff for Washington cities and counties, describes the "start-to-finish" pavement management process from the local agency perspective. Although FHWA has not yet contacted all the states, they have found so far that Florida, New York, Ohio, New Hampshire, and Indiana are using the Guide. According to FHWA, each state has mentioned that the publication is "exceptional" and useful for their own local agencies.

### **SPEEDY NACHES RIVER BRIDGE RECOVERY RESULT OF TEAMWORK**

Ninety percent of bridge plans and specifications were completed on the Naches River Bridge Replacement (SR 12) on April 24, about nine weeks after the bridge was damaged beyond repair by the February flooding. Recognition is given to the excellent teamwork and enthusiasm exhibited by the South Central Region, Hydraulics Branch, Olympia Service Center Construction Office, GeoTech Branch, and the Bridge and Structures Office. The contracting industry also played an important role in facilitating the design completion. Thanks go out to members of the ADSC (Drilling Contractors) who provided representatives on short notice to discuss the constructability of the proposed foundations with the WSDOT design/construction team.

### **REST AREA SERVERS TAKE COVER**

Responding to numerous requests from the volunteers who provide coffee at the Maytown and Scatter Creek rest areas, the Olympic Region has constructed enclosed shelters at these sites. The Maytown shelter was completed on April 23rd and the Scatter Creek coffee cabana was completed on April 29. The shelters are constructed of concrete block, are insulated,

heated, and have improved lighting. The combined cost for both of these shelters constructed by state force personnel is under \$5,000.

### **FIRST STEPS TAKEN FOR OKANOGAN COUNTY PUBLIC TRANSPORTATION**

Paul Gamble and Sandra Pedigo-Marshall met several times this month with the county commissioners, mayors, and city council members participating in the Okanogan County Public Transportation Improvement Conference. In March, the conference decided that public transportation was feasible in Okanogan County. The area for discussion is all of Okanogan County, except the city of Coulee Dam--a city located in two other counties. The conference is holding three public meetings, followed by a formal public hearing, to explain their process and listen to comments about the reasonable extent of boundaries for public transportation service.

### **OFFICIALS PARTICIPATE IN HOMESITE GROUNDBREAKING**

Regional Administrator Bob Aye attended groundbreaking ceremonies last month for homesites north of the I-90 Seattle lid along Martin Luther King Jr. Way. Twenty-eight affordable homes (\$100,000 - \$137,000) will be built on property WSDOT purchased and gave to the city of Seattle in exchange for property taken from Judkins Park for I-90. Seattle Mayor Norm Rice and Senator Patty Murray were keynote speakers. Total cost of the project is \$3.3 million.

### **COMMUTE TRIP REDUCTION PROGRAM MET WITH ENTHUSIASM**

In the first week of the North Central Region's Commute Trip Reduction Program sign-up, thirty-three people have volunteered to participate by either biking, walking, or carpooling to work.